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present-day affairs, and merits re-reading by all actively engaged in the struggle for advancement.

The first third of the book is devoted to the political struggle. The Lords' veto in England holds the center of the stage. Special emphasis is placed upon this thesis: "The destruction of the veto must be accompanied or followed by other important reforms in our electoral institutions and by a measure which shall associate the people more directly with the art of government, by assigning to it that power of mandate which the Lords falsely pretend that it possesses."

Social and economic reforms are essential, but these cannot be secured without perfecting the constitutional machinery of democracy—without removing the obstructions in electoral and legislative institutions. But he insists that "There can be no more foolish error than to represent the veto of the House of Lords as the only, or even the chief barrier to the free realization of the will of the people in this country."

Many defects in constitutional machinery are pointed to and the injustices are numbered. Cabinet control and the caucus system come in for their share of attention. These must be reformed but a constructive plan covering the whole field must be evolved. The most important changes are as follows:

"The House of Commons must be made more accurately representative, and representative government must be supplemented by a measure of direct democratic control."

"In order to make the House of Commons representative of the will of the people it must be in direct and frequent contact with the needs, aspirations and experience of the whole people."

"Adult suffrage is the only practicable expedient for securing the required contact between representatives and people."

"With the same object of rendering the House of Commons a truer expression of the popular will, some form of proportional representation must be incorporated in our electoral system."

In addition to the above the author advocates "the destruction of the present plural vote" as an important change and "the payment of members and electoral expenses out of public funds."

The one additional reform to which much attention is given is the demand for referendum; "the only effective check upon these defects or abuses of representative government is a direct appeal to the people."

The author devotes a very considerable part of the book to a discussion of Liberalism contrasted with Socialism and treats a list of the problems of Applied Democracy.

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**Humphreys, John H.** *Proportional Representation*. Pp. xxi, 431. Price, 5s. London: Methuen & Co., Ltd., 1911.

John H. Humphreys, the intelligent and enthusiastic secretary of the Proportional Representation Society of England, who went to South Africa to

introduce proportional representation there, has published, through Methuen & Co., a thoughtful and comprehensive study of methods of election under the title, "Proportional Representation." Although written by a strong partisan and advocate, and, although, as Lord Courtney, of Penrith, in his introduction says "the author has no doubt about his conclusions" nevertheless he goes fairly and with quite sufficient fullness through the main branches of the controversy over proportional representation. Moreover, his descriptions of the second ballot and the transferable vote, the single transferable vote, the lists systems and the various national adaptations in Japan, Sweden, Germany, Finland and elsewhere are adequate. Without commenting in this connection on the workability and adaptability of the plan, it must be pointed out that this is a sane, forceful, careful study of it and worthy of the thoughtful attention of American publicists. The movement for proportional representation bulks larger in Great Britain than in this country, having reached the standing and dignity of consideration at the hands of a royal commission. Its report made last spring was a sort of Scotch verdict. It declared that it was unable to report that a case had been made out for an application of proportional representation "here and now."

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**Kirkman, M. M.** *Science of Railroads.* Seventeen volumes. Pp. xxx, 8872. Price, \$36.00. Chicago: Cropley Phillips Company, 1907-1911.

The well-known series of books upon railways, written from time to time by Marshall M. Kirkman, have, during the past four years, been put into final form. They are now published in seventeen volumes under the title, "The Science of Railways." The titles of the volumes are as follows: "Air Brake Construction and Working," "Safeguarding Railway Expenditures," "Locomotive Appliances," "Collection of Revenue," "Freight Traffic and Accounts," "Passenger Traffic and Accounts," "Operating Trains," "Building and Repairing Railways," "The Locomotive and Motive Power Department," "Railway Rates and Government Ownership," "Organizing the Railways; Financing, General Accounts and Cash," "Engineers' and Firemen's Hand Book," "Shop and Shop Practice" (2 vols), "Cars—Construction, Handling and Supervision," and "Electricity Applied to Railways."

Most of the books were written originally by Mr. Kirkman and presumably have been revised by him from time to time. In the publication of the later and more technical works, however, Mr. Kirkman has had the assistance of experts. In the preparation of the volume upon "Cars," for instance, the author received the "advice, assistance and co-operation" of Mr. W. H. Dunham, a mechanical engineer and expert in the construction and handling of railway cars. This volume appeared in 1909. Likewise, in writing the book upon "Electricity Applied to Railways," which was issued in 1910, Mr. Kirkman was assisted by Mr. Charles F. Scott, "an honored